

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Arctic)	REPORT		25X1
SUBJECT	Port of Arkhangelsk	DATE DISTR.	15 March 1955	25X1
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. While [] ship was en route to Arkhangelsk, a number of minesweepers were seen maneuvering in the area north of Dvina Lightship []. Each minesweeper was about 150 feet long, and it had a fore-castle which extended to the bridge superstructure, and a small gun on the fore-castle. [] the vessels were combined minesweepers and minelayers. Two of the vessels which sailed past [] ship had mine rails on both sides of the afterdeck. [] Eight of the minesweepers were seen seven or eight nautical miles north of the lightship. They proceeded toward the north along the coast at a speed of about ten knots. All the vessels had two paravanes in the water. There was considerable distance between the vessels [] they were operating singly and were not sailing in any particular formation. There were several vessels of the same type lying at anchor north of the lightship. 25X1
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2. At Solombala there were three or four naval vessels [] small destroyers. Each vessel was about 250 feet long, and it had one stack, and guns both fore and aft. There were many men aboard these vessels. 25X1
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3. At Solombala there was a vessel [] was a training ship. The vessel was about 4,000 DWT, and it resembled an ordinary passenger ship; no weapons or special equipment were observed and only a few men were observed on board. 25X1
4. [] ship loaded at Sawmills Nos. 16-17 and No. 3. At No. 3 the quay was the usual White Sea type and it was in poor condition. It was about 500 feet long and the depth of the water alongside the quay was approximately 13 or 14 feet. The ship loaded to a depth of 15 feet and was aground at low tide. The ship then loaded to a depth of 23 feet, but it was two or three meters out from the edge of the quay. There were no cranes on the quay. The ship was moored to ringbolts which were fastened to the quay by chains. 25X1
5. About 200 meters from the quay there were trolley tracks which led to Arkhangelsk. The tracks continued farther up along the river. [] ordinary boxcars and locomotives on these tracks. About five ship 25X1
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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lengths above the quay at Sawmill No. 3 there was a similar quay

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6. [redacted] four new passenger ferries, all of which seemed to be of the same type (see sketch below). Three of them lay at anchor on the south side of Arkhangelsk and one was engaged in compensation exercises on the river nearby. Each ferry was about 300 feet long, and about 50 feet wide; it had a three-foot freeboard, and was about 20 feet high at the forecastle. There were three or four decks, and the upper deck was about 35 feet long. Each ferry had one stack; a high mast on the lead side of the stack, no booms, rectangular windows on the upper deck, and a row of fenders around the hull. Each ship was painted white, and the name was painted in gold letters on the bow.

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[redacted]. The pilot said that the ferries were to go to Igarka.

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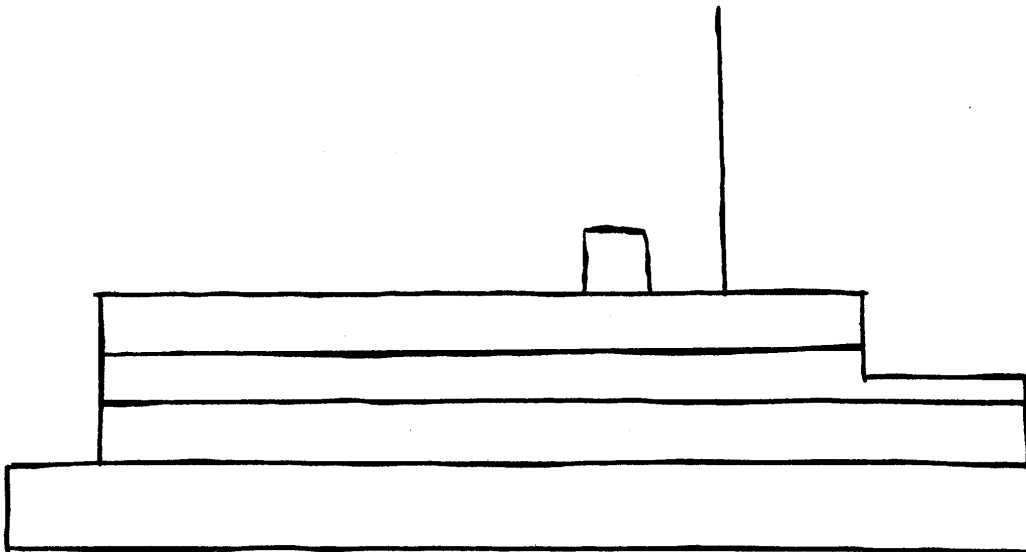
7. [redacted] a floating crane with an estimated lifting capacity of fifty tons. It was towed down the river past Sawmill No. 16-17. There was a great deal of barge traffic on the Dvina River above Arkhangelsk. The barges came down the river loaded with lumber and went back up again empty.

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8. At Krasnaya Kuznitsa there were several small cargo ships undergoing repairs. A small icebreaker with one stack was there also. [redacted] there were two ordinary floating docks at the workshop. At the Arkhangelsk Pier Station there was a Soviet cargo vessel of about 3,000 DWT which was unloading coal.

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Sketch of Soviet Ferry:



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